I H. ROSS & CO.,

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e Cut Worm

OPEN ALL Victoria, B. C. TIME 0000000000

IFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"COMPANIES ACT. 1897."

eby certify that the "Columbia Hy-Mining Company" has this day been red as an Extra-Provincial Company the "Companies" Act. 1897, to carry effect all or any of the objects of npany, to which the legislative auth-the Legislature of Erritish Columbia

office of the Company in this situate at Atlin, and A. A. John-whose address is Atlin afore-attorney for the company. (The y is not empowered to issue or ek.) stock.) ne of the existence of the Com-

afty years. under my hand and seal of office at Province of British Columbia, this of June, one thousand nine hundred ne. S. Y. WOOTTON.
Registrar of Joint Stock Companies.
following are the objects for which
mpany has been established:
the purpose of hydraulic mining.
mining, and mining ore of all kinds
escriptions, buying and selling the
reducing, milling, smelting and treatd ores and metals in whatsoever manid Company may deem best, and of
all products derived thereby and
om: of prospecting for, acquiring,
leasing, conveying, operating and
ting placer claims, mineral deposits,
and mining property, and interests
of every kind and nature, and in
so owning and acquiring all water
mill sites, and all other property
all and personal, and all rights of
nd and nature, which may be necescurry out each and all of the above
bjects. \$1.50 mann. \$1.50

Victoria Times.

in the charge of the underwriters. Her

of fully \$50,000 to the owning company. As to replacing her, Capt. Troup states

that there is nothing on the coast suitable, and the season is too far advanced to think of substituting her this year.

CENSUS LIST LOST.

Returns for Cassiar District Went Down

VICTORIA, B. C., FRIDAY, AUGUST 23, 1901.

SURVIVORS OF THE ISLANDER INTERVIEWED

Capt. Ferry, Who Was at the Wheel When Steamer Struck, Tells of the Disaster.

UNSTINTED PRAISE FOR OFFICERS AND CREW

Everything Possible Was Done to Save Lives-A. C. Beach Replies to Serious Allegation by Second Engineer Powell.

then moved along to get their belts.

The arrival of the Farallon yesterday | friends, looked into one another's eye added little to the knowledge already and Capt. Ferry said:

"Captain, I guess we will have to ossessed of the unfortunate accident whereby the C. P. N. flagship Islander went to her doom. The arrival of one of the waiters Fothergill, and the story of the waiters Fothergill, and the story be tells in another column, opens the there was no shouting, no screaming probability that two more names will and no rush. Indeed had there been a have to be added to the sad list, namely, little more rush, in Capt. Ferry's opinion have to be added to the sad list, namely, those of Mitchell Jacob and Norman Both of the captains in the house Law, neither of whom have been heard Law, neither of whom have been since the necident. The fact that Ferry having made an unsuccessful at-Fothergill saw them on deck just as the vessel went down lends further probabil- belt and was fastening it on, holding on ity to the belief that they have been meanwhile to the bucket rack, for the

Ah Sing, the Chinese cook, reported | suddenly both of them were shot up in lost, turned up all right on the Farallon, the air, together with the superstructure and not being able to get over on the of the vessel. Yosemite last night arrived on the Tees this morning. His first act after reachboss, B. Gordon, apprising him of his Ferry?" and swam over toward him arrival and his determination to have Capt. Ferry said, "I'm all right, I have

Fowler, not Horace Smith.

Next to these primary facts, the public will be chiefly concerned in the charges against the passengers of jostling for the

equence of offensive references to himelf that Capt. Foote finally let go and swam away and was subsequently

A reply to the allegations made above will be found in another column.

Officer Powell's Story of Threatened Shooting Denied by A. C. Beach.

The charge of Second Officer Powell that a revolver was levelled at some of those who sought to save their lives by climbing on to a liferaft receives a distinct denial from A. C. Beach, one of the volunteers in the first contingent, who was returning from White Horse, where he intended going into business. on the Islander. Mr. Beach gives a full explanation of the circumstances in an interview with the Times. He came over on the Charmer from Vancouver last night, having arrived there on the Farallon, and had little to say until apprised of the statements of Mr. Powell, when

he gave the accompanying interview:
"The facts of the case," he said, "are
as follows: I reached the deck of the Islander just as the sailors were putting the last lifeboat over the port side. As showing the coolness these men displayed I may say that owing to there being another boat immediately under the one they were lowering they were forced to hold the one which they had for about three minutes. I helped them to clear said that it was one of the greatest

"As they did so one of the men asked me what I was doing there, and I replied that I was curious to see what they were doing. The men replied that I had betted save myself.

"I replied: "There is a liferaft yet, We will launch that.' We looked over the side and saw that we were liable to puncture it if we threw it overboard, so three of us carried it forward to a point on the upper deck forward of the bridge. We lifted her onto the taffrail, and as we did so the rail sank about three feet, so that the raft floated away. I stood up on the raft and the other three men crouched on it, and with several men hanging to the life lines, we began to push her away from the sain. Ar. Morgan, the Winnipeg insurance man. Mr. Morgan said that Capt. Foote came off watch about mid-night and went to his cabin to have tempt to recover his watch. He got a vessel was sinking at an angle, when began to push her away from the ship. We were drifting past the bridge when saw the captain leaning over the rail. He called out

As soon as he hit the water he found Stand by with the boats to pick up and swimming beside him was Capt. Foote. He shouted, "Is that you, a spar, how are you?" and the skipper replied. "I'm all right, too, I have a door."

replied that we had no means of ravigation, ours being only a liferaft.

"Then events happened quickly. Some women rushed on the hurricane deck shouting Save as: the bow plunged forward, an explosion of some kind occurred which blew the superstructure off the cantain jumped and the ship discurred which blew the superstructure off, the captain jumped and the ship dis-When Capt. Foote swam to his door appeared.
"Our raft was immediately surrounded he found that eight men had climbed ou Near Capt. Ferry was a little girl on a door. She was crying piteously, and

on the raft and pulled out his pipe. Whereupon the man in the centre made some sarcastic remarks and led the captain to retort that he had lost his ship but he could die as game as anyone.

He didn't know the first principles of swimming, but was supported by his done so, anyway, as the cook is an extremely powerful man. Finally, a short time after 4 o'clock, they were taken on board a lifebout and saved.

POSSIBLY TWO MORE VICTIMS. near him. This he successfully reached.

us good-bye several times, but his life belt prevented him sinking, though we could all see that he was not himself. At last he shouted 'Good-bye,' and AN EXPLANATION. throwing up his arms the life-belt slip-

ped upward over his shoulders and head and he sank like a stone. "At least two men got under the raft when it capsized and were drowned there. Their bodies subsequently floated out and we drew them on to it. The knowledge of this was why I tried to eject the Chinaman, "Capt. Le Blanc swam away from the

raft to a number of lifeboats floating in the distance. In about 15 minutes we heard the joyful sound of boat ahoy.' and in a few minutes were picked up by Mate Nausorotos. We were carried ashore, and passengers who had arrived before us worked like heroes. I restored myself partly through rowing back to

BEHAVIOR OF THE CREW. Officers of the Jompany Well Pleased
With the Behavior of Ship's
Officers.

sources of satisfaction to his company in

the vessel only when she made her final plunge into the sea.

In this connection he cited the testimony of J. H. Morgan, the Winnipeg into the sea.

In this connection he cited the testimony of J. H. Morgan, the Winnipeg insurance man. Mr. Morgan said that Capt. Foote came off watch about midding that and went to his cabin to have some lunch. He invited several of the passengers to join him, and finding that the capacity of his cabin was limited, he said they had better adjourn to the dinging hall downstairs. They did so, and it was while they were having refreshments below that the shock of the collision was felt. Capt. Foote's nautical it was while they were having refreshments below that the shock of the collision was felt. Capt. Foote's nautical instincts were all alive in a moment, and he may below in the steamer did not show in the steamer the says hat just before the beat was been to designate the causes as such that no human care or foresight went down he saw Mitchell Jacob and

THE COOK'S EXPERIENCE.

by a crowd of struggling men, none of whom were in danger, as all had life preservers on; I had none.

"Then the men commenced to clamber The Chinese cook, Ah Sing, had an in-

Sentence from the sent of the

The cook is a very intelligent Chinese. "Several people seemed to be delirious.

They would shout, "Good-bye, boys, I'm don for some time previous to shipping on going," and no doubt thought they were, the Islander. He was first supposed to but their life belts prevented them. be drowned. He does not want another Among these was the captain. He bid like experience.

CAPT. HARRIS TALKS.

Version of Man Who Had Charge of Boats on Port Side.

Capt. Charles Harris, the well-known sealing man, who had charge of the lowering of the boats on the port side of clothes went to the deck in company the ill-fated ship, spoke with considerable with two or three other men, among reluctance regarding the disaster this whom were John Spence. When on the

"You can say," he said, "that every member of the crew did their duty, and I believe that it was through the desire to save lives that young Horace Fowler was lost. He went through the whole ship, calling out to those still within their rooms after the steamer had struck to make ready for the worst, and he continued his heroic work up till the ship sank. I did not see him later."

Capt. Harris considers that under the circumstances the number rescued was large. He does not think that it was possible for the crew to have saved more lives. At the time the ship struck he and Capt. Foote were in the dining saloon having a little lunch. When the concussion was felt Capt. Foote rushed saloon having a little lunch. When the concussion was felt Capt. Foote rushed up on deck, and a few minutes later Capt. Harris saw him on deck giving orders. He was in possession of all his faculties and appeared quite calm. He overheard him give some instructions to the capt. La Blanc, the pilot, but does not remember what they were. He gave the orders in regard to clearing away the boats. Capt. Harris took command of the boats on the port side. There were three of those, each capable of carrying about 30 people. They were all successfully launched and Capt. Harris states that every man, woman or cliff who presented themselves on the hurricane deck up till a couple of minutes before the steamer took her last plunge.

The lower ones, he thought the thought the passengers occupying those would all be wakened up by the noise of the crew. The lights were nearly was going around striking matches, seeing that all were out. Up to this time Mr. Fothergill did dent, and what brought this forcibly to his mind was the fact that the water was abreast of the smoking room and the fact that the water has mind and the thought the passengers occupying those would all be wakened up by the noise of the crew. The lights were nearly was going around striking matches, seeing that all were out. Up to this time Mr. Fothergill did dent, and what brought this forcibly to his mind was the fact that the water with the steamer, which connected with the Farallon at Vancouver, was bringing down here many of the bodies of those who had lost their lives in the fatality. A number of the survivors, however, were passengers. The list include: O. Oleson, G. Nash, C. Fisher, P. Lavin, W. Short, J. Fothergill, John Dixon, Alex. LeBlanc, P. Carter, H. H. Maa donald. Geo. Spence, W. Chalmers, and the steamer took her last plunge. The vessel. There were about seven people there at the time and four or five of these jumped into the water before the steamer took her last plunge. Fothergill and two other men—he does hond, and the steamer, which connected

A PASSENGER'S STORY.

Discipline on Board the Islander.

against the passengers of jostling for the boats, and the serious allegations, affirmatory evidence of which is given by Officer Powell and negative testimony by A. C. Beach.

One of the passengers who was lucky cought to survive the catastrophe. The Chinese cook, Ah Sing, had an interesting fime. In fact it was only by a bare margin that he managed to keep the rowrk. She was published from the raft with proved so invaluable about seven or eight years of age.

Before leaving the ship he noticed an about seven or eight years of age.

Before leaving the ship he noticed and the other was to dive over their and two of the other. The themen commenced to clamber on the raft, and there was danger of an one traft which proved so invaluable to heart on the raft, and there was danger of an one traft which proved so invaluable to survive the catastrophe. I had two chances of the craft was now three feet under was to dive over their and two of all who trayelled on that stately roung fellow, who was peculiarly fitted to survive the catastrophe. I had two chances on the raft, and there was danger of an one traft which proved so invaluable to number of pathetic cases. One old lady was sitting on a chair with her life preserver on. She was about seven or eight years of age.

Before leaving the ship he noticed an obligation, and the reference of the catastrophe. I had two chances on the raft, and there was danger of an one traft which proved so invaluable to the safety of the chires was not awakened by the shock of the collision, but his roommate was, and the latter urged him to was evidently calmuly waiting of age, bent and decreptit with rhemen to number of pathetic cases.

The Chinese cook, Ah Sing, had an interesting fime. In fact it was now three feet under the was those of the chires was to dive over their beach of the colded to stay with the safe to the safe the crown by the shock of the collision, but his roommate was, and the latter urged him to get up. He then thread to latw and interesting fime. In fact it was now th

Mitchell Jacob and Norman Law Be-

Jack Fothergill, second saloon waiter of the unfortunate steamer Islander was another of those who miraculously escaped drowning in that terrible accident. He was asleep in bed at the time of the accident, but although the shock of the steamer striking the iceberg partly awakened him, he was not wholly con-scious and was dozing off again, when

morning. He felt the proper place to way up he heard two whistles, and on give his version of the terrible catastrophe is before an investigation, if one aid in the work of lowering the boats.

Captain Gaudin, agent of marine and fisheries, has received no official report concerning the loss of the Islander, This He states that everything was done in has to be made by the officer command-"You can say," he said, "that every an orderly manner. The boats were not ing or the one surviving, who ranks next

be lucky if you get to shore yourself." passenger list, and in her freight me then turned to Law and asked him fest, nor have justified the pride rep-

Ottawa, Aug. 20.-The census list for the Cassiar district were on the wrecked steamer Islander and are consequently lost. Commissioner Blue has telegraph-

went down he saw Mitchell Jacob and Norman Law, two of the waiters, who he says were drowned. Jacob had a small grip in his hand, and he said to small grip in his hand, and he said to him, "You had better drop that, you'll manded the trade represented in he why he had not a life preserver on. Law in her by the people, not only of the replied "I think I can do better without one."